

Today's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
(For Account of the Concerned.)

THURSDAY, the 22nd September, 1898,
at 10 A.M.,
at the New Club,
SUNDAY FURNITURE

SIDEBOARDS, WRITING TABLES,
FENDERS AND SETS FIRE IRONS, COAL
SCUTTLES, ARMCHAIRS, CLOCKS,
DRESSING TABLES, OVERTHEATERS,
CROCKERY, PICTURES, ENGRAVINGS,
&c., &c., &c.

Two ENGLISH BILLIARD TABLES by
THURSTON & Co. with all Appurtenances, &c.
TERMS:—As Usual.
Catalogues can be had on TUESDAY on ap-
plication to the Auctioneers:

HUGHES & HOUGH,
Auctioneers.

Hongkong, 17th September, 1898. [1114]

GOVERNMENT OF BRITISH NORTH BORNIO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1899.

TENDERS will be received by the Govern-
ment Secretary, Sandakan, on or before
the 15th November next for the following
REVENUE FARMS for 1899:—

OPIMUM FARMS,
SPIRIT LICENSE FARMS,
PAWNBROKING FARMS,
CUSTOMS FARMS for North Borneo only,
GAMBLING RESTRICTION FARMS for
North Borneo only.

For Particulars apply to:
Messrs. BIRLEN DALRYMPLE & Co.,
Hongkong.

17th September 1898. [1112]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"
Captain Bathurst, will be despatched for the
above Ports, on TUESDAY, the 20th instant,
at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 17th September, 1898. [1111]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"S.M. RAIPAD,"
Captain Taylor, will be despatched for the above
Port on THURSDAY, the 22nd instant, at
5 P.M.

This Steamer has Superior Accommodation
for Passengers and is fitted with the Electric
Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 17th September, 1898. [1113]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PENANG, SINGAPORE, COLOMBO, and
AMERICAN PORTS.)

THE Steamship

"DALLAARAT,"
Captain C. L. W. Field, carrying Her Majesty's
Mails, will be despatched from this for BOMBAY,
&c., on SATURDAY, the 19th October, at Noon,
taking Passengers and Cargo for the above
Ports.

Silk and Valuable Goods for France and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to France and London; other Cargo
for London, &c., will be conveyed via Bombay.

Passes will be received at this Office until
5 P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 17th September, 1898. [15]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKOHAMA,
Kobe and MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for consignments
and to take immediate delivery of their Goods
from the wharf.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk and
expense.

DODWELL, CARILL & Co.,
Agents.

Hongkong, 17th September, 1898. [1-14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BRINDISI,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Persia Gulf, ex S.S. Khondolia.

Goods not cleared by the 23rd inst., at 4 P.M.,
will be subject to rent.

No Vite Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 17th September, 1898. [1-15]

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [30]

NOW READY!

IN HANDY PAMPHLET FORM.

A FULL, CAREFULLY REVISED and
accurate account of the

INTERPORT CRICKET MATCHES:—

With a Critique on the Week's play, the
Festivities connected with the Carnival and the
baiting and fielding of the various teams.

PRICE, 50 CENTS PER COPY.

Orders will be promptly attended to by
The Manager.

THE "HONGKONG TELEGRAPH,"
OFFICE,
No. 6, Pender's Hill.

Hongkong, 20th November, 1897.



A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manu-
facture are sold throughout the
Far East and are invariably pre-
ferred on account of their excellence:

ABSOLUTE PURITY is guaranteed.
The best materials only are used.

THE PRICES are only half those
charged in England.

WATERS MANUFACTURED BY us are
acknowledged by the leading English
makers to be equal to those of their
own production.

SIR EDWARD FRANKLAND, K.C.B.,
D.C.L., F.R.S., F.C.S., &c. the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture:—

"It possesses an extremely high de-
gree of organic purity and is
of most excellent quality for
"drinking."

During the Summer Months, all
AERATED WATERS should be
kept in a cool place, preferably in an
ICE CHEST or REFRIGERATOR, until
required for use. The Bottles should
be stored with the necks downward
so that the corks are covered by the
water. This will prevent an escape
of gas taking place and rendering the
waters more or less flat.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 5th September, 1898. [7]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.

Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication but as evidence of good faith.

While the columns of the Hongkong Telegraph will always
be open for the free discussion of all questions affecting public
interests, it must be distinctly understood that the
Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for
insertion in this paper not later than Three o'clock so as
to reach the Editor's office in time for the daily publication of the paper.

Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for Advertisements. Terms can be learnt on application.
The Hongkong Telegraph's number at the Telephone Centre
Exchange is No. 1. Telegraphic address—"Telegraph,"
Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 17, 1898.

TELEGRAMS.

(Special to the Hongkong Telegraph.)

ANOTHER BRITISH SUCCESS.

THE CANTON-KOWLOON RAILWAY.

SHANGHAI, September 17th.

Reports from Peking state that a con-
cession for the construction of a railway
from Kowloon to Canton has been granted
to British capitalists.

REUTER'S MESSAGES.

THE RECENT TROUBLE IN CRETE.
TURKEY AND THE POWERS.

LONDON, September 17th.

The Porte in a circular note to the Powers
refuses to withdraw the Turkish troops from
Crete, and asks them to appoint a Governor.

The Admirals at Candia have refused the
Governor's request to extend the time of their
ultimatum.

SPAIN.

The Cortes has been suspended to enable
the Government to cope with the political and
military agitations.

DESTRUCTIVE HURRICANE IN THE WEST INDIES.

A hurricane occurred on Saturday at the
Leeward and Windward Islands, St. Vincent and
St. Vincent, by which 300 people were killed
and 2,000 rendered homeless. In Barbadoes
200 were killed and the estates ruined.

WEATHER REPORT.

The Observatory report to-day says:—On
the 17th at 11.45 a.m. The barometer con-
tinues steady and normal on the China coast.
Pressure is slightly low in a trouglie area
lying across the N. part of the China Sea and
extending Eastwards to the Pacific. Gradients
slight for N. E. winds on the China coast, and
for S. W. winds in the S. part of the China Sea.
FORECAST:—Moderate N. E. winds; showery.

THE SITUATION IN THE PHILIPPINES.

On enquiry at the American Consulate we
learn that Consul-General Wildman has re-
ceived no news from Manila of trouble between
the American authorities and the rebels. The
Consul added that he believed the accounts
of strained relations had been much exaggerated
than basing out our own opinions.

LOCAL AND GENERAL.

FOR gambling on Puya Central a coolie was to-
day fined \$7.

THE unlawful possession of a piece of wood to-
day resulted in a coolie being fined \$5 or fourteen
days.

A WEEK or so ago the agricultural school in
Huechi was formally opened by the Viceroy. It
is in charge of a European Instructor.

THE unlawful possession of six tins of opium
cost a coolie \$75, failing to pay which he
will have Government board and lodging for
three months.

THE Master of the steam launch *Ram San* was
to-day fined \$45 or six weeks for blowing his
steam whistle other than for the purposes of
navigation.

THE Italian Government has imposed a tax of
10 lire on bicycles, and in future all machines
will have to carry a mark showing that the
yearly tax has been paid.

At about 11.30 a.m. to-day a Chinese coolie
fell from a height of 40 or 50 ft. from the bam-
boon scaffolding at Beaconfield Parade. When
picked up he was bleeding from seven wounds
on the head. He was taken to the Hospital and
little hopes are entertained for his recovery.

THERE are many complaints being made by the
respectable residents of Gough Street regarding
the way in which the *Chai Mut* game is allowed
to be carried on at brothels in that street.

The noisy pastime is kept up until 3 or 4 a.m.,
and like *Mischief* "doth murder sleep" most
effectively. We hope the police will be on the
alert for the noisy folk.

THE *Malay Mail* urges thorough-going reform
in the clerical service in Selangor. It is pointed
out that, under the present system, a man who
has never kept books may be sent to take charge
of an out-station treasury; a P. W. D. man, who
cannot speak Malay, may be sent as chief clerk
to a coast district office; a man from the Audit
Office may be installed as land clerk; and so on.

A MEETING of those interested in the Nurses'
Memorial Fund was held at the City Hall at
noon to-day and there was a fair attendance.

The Rev. R. F. Cobbold presided. The follow-
ing committee was appointed:—Rev. R. F.
Cobbold, His Lordship the Chief Justice (Sir J.
W. Carrington), Hon. P. C. Chater, Dr. R. D.
Oimby, Dr. Atkinson and Mr. T. Jackson.

IN October last there were in New South Wales
3,422 full blood aboriginals and 3,663 half
castes. Twelve years back the full bloods
numbered slightly more than double the half-
castes, but since then they have decreased at
the average annual rate of 160, against an
average annual increase of 86 half-castes. A
total sum of £10,732 was expended by the
colonial government on behalf of the aborigines
during the year, and every possible protection
is afforded them, but nothing can prevent their
numbers steadily dwindling. A few years
hence they will have become an extinct race.

THE Universal Gazette learns that the number

of Censors in Peking will be reduced by half;
there are over eighty of these powerful digni-
taries at present.

No wonder our letters go astray. Chan Chiu
was to-day sent to goal for four months for
removing stamps from letters at the G.P.O. and
for detaining a letter, property of the Post Office,
he received another four months.

At Taipei, the local manager of the Spirit
Farm has curtailed the number of liquor shops,
by personally going round and taking away the
licenses of all those which in his opinion were
not suitable. The bar-keepers have appealed to
the Resident.—*Parak Pioneer*.

A WELSHMAN has accomplished the feat of
walking 4,000 quarter miles in 4,000 successive
periods of 9 minutes each at Leeds, England,
a world's record. Twenty thousand persons
looked on at the finish. He had previously
walked the distance in intervals of 9 minutes.

We learn that, by the courtesy of Colonel
Retallick and Officers of the Hongkong Regi-
ment, the band will recommence playing on the
sea-front at Kowloon on Sunday afternoon from
to-morrow at 4.30 p.m. Kowloon residents will
doubtless appreciate the kindness of Colonel
Retallick and his officers.

A SARCASTIC lawyer, during the trial of a case,
made use of the expression, "Cast not your
pearls before swine." Subsequently, as he rose
to make the argument, the Judge facetiously re-
marked, "Be careful, Mr. —, not to cast your
pearls before swine." "Don't be alarmed, your
Honour; I am about to address the jury, not the
Court."

At a dinner party in South Africa the hostess
told the Kaffir boy to "bring the champagne."
The boy left and returned without the wine.
She commanded him again to bring the cham-
pagne, with the same result. Then he whispered,
"No wine." "Nonsense," said the woman,
"there is plenty." "No," persisted the native,
"me look at all the bottles; all say, 'Extra
dry!'"

THE *Malay Mail* speaks for the establishment of
a State Bank in Selangor, or rather a Bank
backed by a Government guarantee, to advance
money to respectable people at six per cent.
interest. At present, business operations are
clogged for want of cheap money. The only
people who have money are the chieftains, but
they combine to keep up the rate of interest to
rapidly enrich themselves.

At Seremban, the Residency Surgeon suggested,
the other day, that a central milking station
should be established there under control of the
Sanitary Board. The Board approved of the
idea in principle. But one of the members said
that the cows would also have to be housed at
the milking station, as brought from a dis-
tance immediately prior to the milking hours,
they would be likely to hold their milk.

USING big type, double-headed and conspicu-
ously placed, the *Manitok Shimbun* informs the
public that there is a project on foot to obtain
Government assistance for solving the present
dilemma in the import trade. Millions of dollars
worth of goods are lying stored in Yokohama
and Kobe, but the Japanese merchants to whose
order they were imported cannot take delivery,
and very serious inconvenience is felt on all
sides. Now the Government has been devoting
large sums to the redemption of War Bonds
and Consols, in order to relieve the
pressure in the money market. If officialdom
has a duty to perform in that respect, why
should it not also recognise some obligation in
the field of the country's foreign commerce?
That is the question propounded to themselves
by embarrassed Japanese merchants, and there
is no difficulty in conjecturing the answer
they find. Their idea, then, is that the Treasury
should place a sum of 8 or 10 million yen at
the disposal of the Specie Bank, and that the
latter should give accommodation in Japanese
middlemen, the foreign importers, on their side,
remitting a moiety of the interest and storage
on the goods. It is supposed that fully fifty per
cent of these goods could be sold to the con-
suming classes without difficulty or delay, and
the proceeds of the sale could be applied to
releasing further instalments of the accumulated
imports. There is nothing to indicate the
authority upon which our contemporary relies
for the above statement.—*Japan Mail*.

THE following Imperial edict was issued on the
5th instant: We have received a memorial
from Chang Yin-huan saying that recently there
have been many memorials presented to the
Throne suggesting the advisability of inaugurat-
ing the conscription among the people of the
empire, according to foreign methods, in order
to make the whole population of China soldiers.
The memorialist, however, thinks that this
scheme is to wide for the present crisis, but
that if each province organises its own volunteer
corps, drilling them according to the Western
methods already sanctioned by the Throne,
making the members serve a certain time, and
then putting them into the Reserve, their places
in the corps being taken by recruits and so on,
the plan would bear quicker results; especially
as the volunteers could be utilised to serve
as garrisons when the regular troops are needed
elsewhere, while they could further be used to
reinforce the regulars in emergencies. We
quite agree with Chang Yin-huan's arguments,
especially as these volunteer corps could be
formed into the nucleus of a huge army in times
of need. This plan should be put into effect at
once, especially as regards the province of Kuang-
si where there is a serious rebellion among the
Secret Society men. We hereby command that
the Viceroys and Governors of provinces put
into action at once the recommendation of Chang
Yin-huan and report to us within three months
what they have done in the matter; but the
Viceroys and Governors of the Two Kwang pro-
vinces are to be only given one month to report
to us, on pain of severe penalties.—*N. C. D.*
[1111]

A NATIVE paper gives the account of the Canton

Viceroy—Viceroy Tan Chung having applied
to vacate his post through illness is permitted to
do so. He is a very avaricious man, so much so
that when he governed Fokien and Chekiang
bribes were publicly taken and by this means
he has added several million taels to his riches.
When transferred to Kwangtung it was a better
post for him and unexpectedly he now resigns.
He might have been induced to do so in the
present critical state of affairs in China and so
he wishes to get out of the difficulty or it might
be that he having made his pile he wishes to
live a retired life.

A SOLEMN requiem mass was celebrated in
memory of the late Empress of Austria at the
Roman Catholic Cathedral yesterday afternoon.

The interior of the Cathedral was draped in
black, the pillars being outlined with broad
black bands and the upper part of the church
furnished with black cloth. Here and there
were wreaths with streamers of black and
orange. Under the dome was a catalogue sur-
mounted by a crown and surmounted by lighted
tapers. On the wall was the deceased Empress's
monogram in silver. The Bishop (the Right
Rev. L. M. Piazzi), assisted by a large number
of priests, officiated. His Excellency Major-
General Black, the Chief Justice (Sir John
Carrington), the Acting Colonial Secretary (Hon.
T. Sercombe Smith), and other Government
officials were present, together with the various
consuls.

AMONGST the vessels destroyed in battle off
Cavé was the *Margate del Duero*; this was
the boat that came to Sandakan (the town was
then 14 miles further up the Bay) and demanded
the pulling down of the Sabah flag under threat
of bombardment. Mr. Pryer, who was then in
charge of the district, refused the demand, and
Mr. Cowie arriving in the *Far East* anchored
between the town and the Spanish man-of-
war, while British flags were hoisted over several
houses. After the departure of the *Far East*
the Spanish ship entered and a party to haul the
flag down themselves, but Mr. Pryer manned
the heights at the back of the town with armed
Soolos and Bijus who could have shot down
a landing party with little fear of harm to them-
selves. After this Mr. Pryer went on board and
adopting the "Civis Romanus sum" attitude
when threatened that he would be taken to
Manila, the Captain said he would return for an
increased force; and after having had a sherry
and bitten through, Mr. Pryer went on shore,
while the Captain got up steam and went back to
Manila.—*B. N. B. Herald*.

MESSRS. Benjamin, Kelly and Potts in their
Whisky Share Report state:—Since our last
report the market has continued steady, and
rates have been well maintained. Banks—
Hongkong and Shanghai Banks have ruled
steady, and sales at 204 and 205 per cent. pre-
mium have been effected. The London quota-
tion is £47. Nationals have again changed
hands at \$17. Marine Insurance.—Unions are
offering at \$215. China Traders have been
done at \$631 the market closing weak with
sales at \$63. Fire Insurance.—Remain un-
changed. Shipping.—Hongkong, Canton and
Macao Steamboats have been in some demand,
and sales have taken place at \$251 and \$255,
closing with buyers at the latter rate. Indo-
China has changed hands at \$34 and \$34½.
Douglas Steamships have again been done at
\$58. Star Ferries have been fixed at
\$875, \$885 and \$895. Refineries.—Small lots
of China Sugars have been sold at \$154, and are
steady at the rate. Luxons are firm with buyers
at \$32. Miling.—Pajoms have ruled quiet
with sellers at \$31. Raubs are offering at \$35.
Oliveira "B" have been done at \$36 and are
steady at the rate. Great Eastern and Cale-
donians have been in strong demand and have
been sold to a large extent at \$5, \$5.25 and
\$5.50, but are again easier with sales and sellers
at \$7.25. Jebeus are quiet with sales at \$44.
Docks, Wharves and Godowns.—Hongkong
and Whampoa Docks have changed hands at
245 per cent. premium. Kowloon Wharves
have been taken off the market at \$63. Lands,
Hotels and Buildings.—Hongkong Lands are
enquired for at \$65. Hongkong Hotels are firm
with sales and buyers at \$52. Humphreys's
Estate have been booked at \$38. China Pro-
vidents have been in favour and sales have been
made at \$94. Cotton Mills.—Hongkong Cottons
are in demand at \$47. Miscellaneous.—
Electricity have been sold at \$24. Ropes are
wanted at \$265. Tramways are asked for at
\$210.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by
Correspondents in this column.]

THE OPIUM FARM.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—With regard to the letter of the 8th
inst., from the Hongkong General Chamber of
Commerce to the President of the London
General Chamber of Commerce, proposing the
limitation of the prepared drug to local con

HOW WE GAINED OUR COLONIES:
HONGKONG.

[By FORAKER WYNDHAM, in the British Realm.]

"As our ships slowly steamed into the harbor, I felt that I was entering a new world, a world of peace and prosperity, a world of peace and prosperity, a world of peace and prosperity."

So writes Major Knollys, in his charming "English Life in China," and no one who has seen the approach to the Island of Hongkong from the sea can fail to endorse the above opinion. Very beautiful, indeed, is the appearance of the island, verdant hills, sloping down to the sea, and the harbor, the most magnificent harbor in the world. The island is a fertile island, with water-courses, which in the "rainy season" are converted into a flowing torrent, waving palms raise their graceful heads in the beautiful garden on the slopes, and spreading banyan trees afford a pleasant shelter from the fierce rays of the morning sun. Along the coast line are carefully cultivated fields of sweet potatoes, rice, and yams, and high above all towers the "leaves" of the palm trees, which in the "rainy season" are converted into a flowing torrent, waving palms raise their graceful heads in the beautiful garden on the slopes, and spreading banyan trees afford a pleasant shelter from the fierce rays of the morning sun.

Like the majority of our Colonial possessions, the Island of Hongkong was not brought under British sway without a struggle, and the struggle was a long one. The island was a fertile island, with water-courses, which in the "rainy season" are converted into a flowing torrent, waving palms raise their graceful heads in the beautiful garden on the slopes, and spreading banyan trees afford a pleasant shelter from the fierce rays of the morning sun. Along the coast line are carefully cultivated fields of sweet potatoes, rice, and yams, and high above all towers the "leaves" of the palm trees, which in the "rainy season" are converted into a flowing torrent, waving palms raise their graceful heads in the beautiful garden on the slopes, and spreading banyan trees afford a pleasant shelter from the fierce rays of the morning sun.

The chief of circumstances that led to the establishment of the British power in this distant quarter, is an exceedingly involved one. It is as follows: Ever since the commencement of the present century, a band of English merchants had been settled there, engaged in trading operations. Their presence was looked upon with keen disfavour by the Chinese, and by them the "foreign devils" (as they charitably designated everyone not of native birth) were subjected to a long course of petty annoyance and unjust exaction. At last, about 1839, things had come to such a pass that our trade was seriously threatened with total extermination, and the position of the English residents was an exceedingly humiliating one.

Letters of remonstrance from the British Legation were unheeded, and the expropriations of the East India Company, who had a large depot here, were not less resented. The Court at Peking, accordingly, stern measures were resolved upon, and in the following year a British fleet consisting of three battleships, two frigates, and five smaller vessels, with four thousand men, arrived in the harbor. The Chinese, who were quite unprepared, and the Chinese officials were completely taken by surprise. Sir G. Bremer, in command of the troops on board, had brought with him from England a letter of Lord Palmerston, in which an indemnity was demanded for the effects to which the English inhabitants of Hongkong had been subjected by the officials of the Emperor of China. "The San of Shantung and others of the Ministry," etc., were having no reply to this demand, and the Chinese were completely taken by surprise.

Under these circumstances an amicable settlement was naturally out of the question, and the Chinese, who were quite unprepared, and the Chinese officials were completely taken by surprise. Sir G. Bremer, in command of the troops on board, had brought with him from England a letter of Lord Palmerston, in which an indemnity was demanded for the effects to which the English inhabitants of Hongkong had been subjected by the officials of the Emperor of China. "The San of Shantung and others of the Ministry," etc., were having no reply to this demand, and the Chinese were completely taken by surprise.

This action was gallantly performed, and at considerable loss to themselves for the Chinese proved a stubborn foe—by 1,500 men of the Cameronian Regiment, assisted by detachments of the 26th, 49th, and 37th Madras Native Infantry. The officer who directed the operations was Major Pratt, of the East India Company's Service.

The enemy now again sued for peace, and a treaty was arranged in terms of which the Island of Hongkong was ceded to England. On January 26, 1841, the Union Jack was hoisted on Possession Point by Admiral, Dwyer, then a young midshipman. Captain (afterwards Sir Charles) Elliot was appointed Governor and Minister Plenipotentiary for Great Britain.

Even now all was not plain sailing, for "the ways that are dark and thorny are vain." The Chinese, instead of rallying to the Government, calmly set to work to oppose the British. "Troops and warlike stores" were secretly mustered, forts were rebuilt, and rewards offered for the destruction of British ships. As much as 100,000 dollars was promised to anyone who would set a man-of-war on fire. A price of 50,000 dollars was placed on the head of Captain Elliot, while a private soldier's life was valued at 50 dollars.

In the following month, the campaign reopened, and in March, every fort between Hongkong and Canton had been destroyed. The latter city was only saved from destruction at the last moment by the handing over of an indemnity of 600,000 dollars, and the ratification of the first treaty promulgated.

For three months the English army waited for the attachment of the Imperial signature to the treaty. At the end of this period, the Emperor, intimating that he declined to sign the document "without further consideration," the bombardment of Amoy was immediately undertaken. This was speedily accomplished, and with little loss of life, the city of Amoy was captured. The result of this last battle seems to have dawned upon the Imperial intelligence that "business" was meant by the "foreign devils." Accordingly, in August, 1842, the first treaty between England and China was solemnly signed. This took place on board a British man-of-war. By the terms of the agreement we gained an indemnity of 21,000,000 dollars, the union of the Island of Hongkong, and the opening of trade of five ports. On December

20th of the same year, the English expedition evacuated the coast, and sailed for Hongkong. A cannon, however, of 115 tons, with General Lord Saltoun in command, was left behind. This was accomplished the adding to our Colonial Empire of this rich province, "The Thieves' Island" of five-and-fifty years ago is today a flourishing commercial port. In Victoria, the capital, is a happy and contented population of upwards of 250,000. Churches and schools abound; crime is but little known; and an era of peace and prosperity has succeeded a former reign of piracy, exaction, and oppression.

[The writer of the above appears to be a trifle mixed up in the matter. The factories were at Canton. The British did not occupy Hongkong until after the Island had been made over to them in 1842. E. H. K. T.]

MR. HOOLEY AT BAY—DISCLOSURES AND CONTRADICTIONS.

Mr. Hooley, in spite of illness, retains his combative instincts. On 12th ult., according to the chairman of the Boviell Committee, threatened him outside the court with certain disclosures about "your wife's funds." Mr. Hooley made no more disclosures. Thereupon Mr. Hooley, in the good old melodramatic style, lifted his sick and smote George upon the head. The consequences were not severe, for George Johnston was able to go into the box a little later to express his conviction for what he had said, and to apologise to the Court. "You owe no apology to the Court," said Mr. Registrar Hood, "but to the cause of justice." Mr. Johnston, who had been offered to apologise to anything or anybody, and Mr. Hood dismissed him with a hint "not to do it again."

This matter having been settled, Mr. Hooley, after a short consultation with his solicitor, left the court, and the remainder of the sitting was devoted to "disclaimers." Mr. John Lawson Johnston and Lord Althorne denying the statements made about them. On 13th and 15th ults. further disclaimers were heard. Mr. E. Beall, solicitor of one of the persons to whom the bankrupt alleged he had paid money in the way of bribery, said the allegation was a wicked lie. Mr. Hooley had asked for the bankrupt as a solicitor, and the money paid to him was on account of disbursements by himself, and an agreed commission of a shilling for every share which he caused to be applied for in Mr. Hooley's various companies, for no other purpose whatever. Mr. J. T. Currie, a manager of Boviell (Limited), said the bankrupt's statement that he had paid a commission of £12,000 for introducing the business of Boviell (Limited) was untrue. The money was paid him as commission on sums which he obtained as loans for Mr. Hooley from Mr. Lawson Johnston and others. Sir E. Sullivan, chairman of the Cycle Manufacturers' Tube Company (Limited), Mr. T. Bayliss formerly a director of the company, and others also explained transactions they had had with the bankrupt. Lord Winchester's solicitor put in a medical certificate as to his client's ill-health, expressing the hope that he might be sufficiently recovered to attend at the further examination of the Bankrupt in November. These proceedings took place before Mr. Registrar Hood.

The further hearing of the application for an order of contempt for contempt of Court against Lord De la Warr and others in connection with Mr. Hooley's bankruptcy was resumed on 16th before Mr. Justice Wright. Mr. Hooley was cross-examined, and adhered to his statement that Messrs. Broadley and Bradshaw came to his hotel and drew up a written statement as to the particulars in which he was to correct his previous evidence. Cross-examined by Sir E. Clarke on behalf of Earl De la Warr, the bankrupt denied having said to Mr. Keymer, "If that young ass Earl De la Warr and Kemp would advance me £1,000 this would not have occurred." The extent of his Lordship's generosity to him, he said was to offer to pay £10 a week in respect of his hotel expenses for a month. He found that Mr. Broadley had been keeping money back—he admitted having retained £1,000—and that Earl De la Warr had not paid as much as he thought. He was still on friendly terms with Mr. Broadley, who was the best fellow in the world, except in money matters. When he (Mr. Hooley) was asked to alter his evidence Mr. Broadley said, "Lord De la Warr has got the name down from the Squadron, and has got to leave the Carlton. We want to correct these things." The summons against Mr. Broadley was dismissed, and he was then called as a witness. He stated that Earl De la Warr asked him to use his influence with Mr. Hooley to correct his misstatements. Witness mentioned that people who had made large sums through the bankrupt had not as much as asked where his wife and children were sleeping, and the Earl asked to give two cheques of £500 each to his wife, Mrs. Hooley. Earl De la Warr asked that care should be taken that the gifts should not be misconstrued into bribes. Earl De la Warr afterwards went into the box, and denied having promised £1,000 to either the bankrupt or his wife on condition that he retracted some of his evidence. What he did, he said, was to give a general promise that he would at some time assist Mr. Hooley, who was said to be in want, but this was to be kept from the knowledge of the bankrupt. He knew that the Earl of Albemarle received something in connection with the Boviell Company. The Judge, looking for the figures, Sir E. Clarke said the Earl of Albemarle received £2,000. Mr. Broadley £8,000, and Earl De la Warr £8,000. Mr. Broadley, who was also examined, said the proposed assistance to Mrs. Hooley was not connected with any retraction of her husband's evidence. The witness denied that he acted for Earl De la Warr in connection with the proposed corrections, and also repudiated the charge of having intercepted money intended for others. He was asked to state whether he would reserve his decision as regards Earl De la Warr and Mr. Broadley. Mr. Rucker's case was then opened, and was adjourned over the long vacation.

Mr. Justice Wright gave judgment on 17th ult. on the motion for the commitment of Earl De la Warr and others for contempt of Court. His Lordship said he did not think he ought to regard Mr. Hooley as a mere liar, scattering accusations which he knew to be unfounded, but at the same time he was a witness upon whose evidence it would be unsafe to act, inasmuch as he was rash, reckless, and inaccurate. He bore in mind that Earl De la Warr had a strong and over-whelming motive to obtain a retraction from Mr. Hooley, and he could hardly come to the conclusion that from mere charity and a desire to assist Mrs. Hooley he chose the time he did for agreeing to make her a gift. He (the Judge) was willing to believe that Earl De la Warr would have done something for Mrs. Hooley in any case, but he was forced to the conclusion that the selection of the time, and perhaps of the amount, had something to do with the Earl's very justifiable desire to clear himself from Mr. Hooley's accusations as he was pressed by his club. He acquiesced his Lordship of any intention to influence the bankrupt to give false evidence. It would be a sufficient punishment for his indiscretion that he should be ordered to pay the costs in the matter. With regard to Mr. Broadley, his action in certain matters was nothing less than subornation of perjury. He, however, decided to deal with Lord De la Warr

and Mr. Broadley in the same way, and made an order that they were jointly and severally to pay the costs of the official solicitor, other than any in relation to Mr. Broadley, who would have his costs out of the estate. The judgment, if not sensational, was interesting, by reason of the judge's comments on the conduct of the people concerned. In brief, these were—Mr. Hooley was rash, reckless and inaccurate; Lord De la Warr was indiscreet; Mr. Broadley suborned to perjury.—L. & C. Express.

QUEEN OF HOLLAND.

ACCESSION DOINGS AT BATAVIA.

Batavia papers to the effect that details of the accession festivities there and throughout Java, which began on the 31st August and were to last until the 6th instant. A grand military review opened the proceedings at Batavia on the 1st August followed by a reception at the Governor-General's palace. Addresses from the Executive Council and from the Consuls were read. The Consul-General was in French, with the Russian Consul-General as spokesman, he being the dower. The Governor-General's speech went to show that Queen Wilhelmina acceded to the throne with most favorable prospects both in Holland and in the Colonies. For instance, troubles had ceased in the newly annexed island of Lombok. In Achene, Dutch authority stands now on more solid foundations than before. Every movement at resistance there is promptly put down. The quick and vigorous action taken against the enemy, at the least sign of trouble in that quarter, is expected to result in the total blinding under of the country in the course of a short time. The Governor-General then turned to the Pedic expedition, and drew the inference that the enemy were weak from their steadily avoiding a general engagement. The madmen and people in most parts of the Pedic valley had made known their wish for peace and security under the Dutch flag. The Governor-General also pointed out that it only required ceaseless pursuit of the enemy's bands to tranquillise the country in the long run as had been done in Achene Proper. In his opinion, Achene and Pedic can be kept under and tranquillised by a small force, provided it be stationed at commanding strategic positions. To this he happily alluded in the rest of his address.

Several Salutes or their representatives then read addresses, in which the Governor-General returned suitable replies. The day was lavishly decorated. Sports, games, and festivities for the people went on all day; there were fireworks at night. H.M.S. *Daphne*, the German man-of-war *Kaiser*, and the Siamese gunboat *Makut Rajakumar* took part in the sailing. On the morning of the 1st, about five thousand children were entertained in a treat at the Botanical and Zoological Gardens. In the evening, the Governor-General held a reception. On the morning of the 2nd, the Governor-General unveiled a monument to the memory of the soldiers and sailors who had fallen in the Achene war. British, German, and Siamese naval officers were present at the ceremony. In the afternoon, several German naval officers, by order of Admiral Von Diederich, laid a wreath at the foot of the Achene monument as a mark of respect. A grand opera performance took place in the evening. A notable feature in this day's proceedings was the public prayer for the Queen by Arabs and Javaneses, followed by a grand ceremonial feast. The evening closed with a grand ball at the Concordia Club. The German naval officers were not present at this ball, owing to mourning for Baron Von Seldeneck, the German Minister-Resident at Batavia, who had died, that day, at Sukabumi in West Java. Baron Von Seldeneck had gone to Java on account of ill health. His death resulted from an operation he had to undergo for abscess in the liver. Festivities on a grand scale had been arranged for Tuesday, the Coronation Day.

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Britannia*, connecting with the steamer *Parramatta*, at Colombo, from London, August 25.—To Straits, China, and Japan: Mr. J. E. Newman, Mr. A. C. Ballingall, Mr. A. S. Chambers, Mr. C. R. Stevens, Mr. F. G. Hancock, Mr. G. P. Percy, Mr. C. A. W. Rose, Mr. H. Potter, Mr. H. E. Bristol, Mr. W. Hewitt, Mr. A. J. Flaherty, Mr. C. C. A. Kike, Mr. Stephen Clausen, Mr. and Miss Finch, Mr. J. E. Armstrong, Mr. E. Kelly, Mr. C. T. C. Weiner, Mr. Massey, Mr. Ashton, Mr. R. Birch, Bandmaster and Mrs. Cornhill, Mr. F. Grey, Mr. R. H. MacDonald, Mr. T. T. Wells, Mr. F. G. Kelly, Mr. Ford, Mr. Marshall, Mr. E. S. Ome.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

Per P. and O. steamer *Oceana*, connecting with the steamer *Ceylon* at Colombo, from London, September 8th.—To Straits, China, and Japan: Mr. and Mrs. Carmichael, Miss Campbell, Mrs. Smith, Miss Eskdale, Miss McCall, Miss Brooks, Miss Watts, Mr. J. Orm, Mr. E. C. Smith, Mr. A. Bach, Mr. G. Griffith, Mr. J. W. Alderton, Mr. G. Harding, Mr. W. A. Allen, Mr. E. A. Ram, Mr. G. H. Green, Mr. and Mrs. Allan, and Mr. L. Tucker.

Per P. and O. steamer *Ceylon*, from London, September 17th.—To Straits, China and Japan: Captain and Mrs. L. W. Ward, Mr. R. A. Conner, Captain E. H. Robinson, Mr. W. T. Fyle, Mr. and Mrs. Shaw and son, Misses Shaw (2), Miss E. J. Latham, Mr. A. Forbes.

and Mrs. G. Wales. From Marseilles: Mr. A. Carroli, Mrs. Arthur Courchill. Per P. and O. steamer *Yapim*, from London, Oct. 29.—To Straits, China and Japan: Mr. and Mrs. Craddock and 2 children, Mrs. and Miss Vernon, Mr. and Mrs. Cosgrove, Mr. and Mrs. Orr-Ewing and 2 children, Mrs. Bremner and 2 children.

A RECORD CROP.

CHICAGO, August 8th. The Post to-day says: According to the reports received by railway companies and business men, the largest wheat crop in the history of the U. S. States will be harvested within a fortnight. The winter wheat yield, which aggregates from 377,000,000 to 400,000,000 bushels, will be increased to the extent of nearly 350,000,000 bushels from the spring wheat region. The "bumper" crop of 1897 will be eclipsed this year by 100,000,000 bushels from the present indications.

Reports received from members of the National Association of Merchants and Travellers, who are assembling here to-day to attend the 1st meeting afford positive proof. It is declared that a new era of prosperity is at hand throughout the West. Railroad officials who have just come in from extended trips through the spring wheat and corn growing states make equally optimistic reports.

The Western Land Credit Company, which holds \$3,000,000 worth of farm mortgages in the West, has but \$17,000 worth of property under foreclosure.

NOTANDA.

CALENDAR.

SEPTEMBER.
Meteorological means based on ten years' observations to 1898.

Barometer 29.818
Thermometer 80.1
Humidity 77
Rainfall 8.58

TO-DAY.
WEATHER REPORT.

On date at On date at
Barometer 29.83 29.80
Thermometer 80 82
Humidity 81 74
Rainfall 0.11

TO-DAY.
Saturday, 17th September, 1898.
(St. Lambert).

Chinese: 2nd of 8th moon of 24th year of Kwong-shi.
Sun—Rises 5hr. 47min.
Sets 5hr. 47min.
High water—Morning 5hr. 31min.
Afternoon 5hr. 35min.
Low water—Morning 5hr. 15min.
Afternoon 5hr. 42min.

ANNIVERSARIES.
1812—Moscow burnt.
1874—Hongkong Pier and Godown Co. closed.
1894—Indecisive naval battle between the Chinese and Japanese squadrons off the Yalu River, the Chinese losing five vessels.
1897—Battle of Mahomed.

TO-MORROW.
Sunday, 18th September, 1898.
Chinese: 3rd of 8th moon of 24th year of Kwong-shi.

Sun—Rises 5hr. 47min.
Sets 5hr. 47min.
High water—Morning 5hr. 31min.
Afternoon 5hr. 35min.
Low water—Morning 5hr. 15min.
Afternoon 5hr. 42min.

ANNIVERSARIES.
1709—D. Johnson born.
1899—Severe thunder-storm at Peking and the Altar of Heaven destroyed by fire.
1890—The Turkish man-of-war *Erissaloff* sank in the Kili Channel while on her passage from Yokohama to Kobe; out of a complement of 610 men only 69 saved. Nippon Yusen Kaisha's steamer *Musashi* lost in the same gale and 64 persons drowned; also several sailing vessels wrecked, with loss of life.

1896—Malden Airlines Hongkong; presentation of white gloves.
1897—Preliminaries of Peace between Turkey and Greece signed at Constantinople.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m., 10 a.m., 12 a.m., 4 p.m., 5 p.m., 7 p.m., 8 a.m., and 9 p.m. Benediction, 5 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9 p.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin), 6 a.m., (Port), 7.30 a.m., Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.
Waiyuan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILED DUE:
Indian (*Knight Templar*) 19th inst.
German (*Darmstadt*) 20th inst.
American (*Glenfarg*) 22nd inst.
Australian (*Yamashiro Maru*) 23rd inst.
American (*Belgic*) 1st prox.
Canadian (*Empress of China*) 4th prox.
American (*Glenfarg*) 11th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
Indra Pook at Kowloon Dock.
Ningchow
Atlantic
Michael Tiden
Oahu
Lithia
Falkland
Edyang
Munster
Quarto
Aberdeen

OUTWARD.—*Marys Bay*, 19th inst.
9th *Plinthier*, Undated 12th; *Armenia*, 10th; *Sanderson* 16th; *Prism* 19th; *Ulysses*, 20th; *Nürnberg*, 21st; *Queen Olga*, 22nd; *Boadley*, 23rd; *Strathmore*, 24th; *Andalusia*, 25th; *Sydney*, 26th; *Sardonia*, 27th; *Calcutta*, 28th; *Cholon*, 29th.

HOMEWARD.—*Pyrrhus*, 19th inst.
10th *Myrmidon*, 20th; *Queen Margaret*, 21st; *Krynkhild*, 22nd; *Arcturion*, 23rd; *Boadley*, 24th; *Strathmore*, 25th; *Andalusia*, 26th; *Sydney*, 27th; *Sardonia*, 28th; *Calcutta*, 29th; *Cholon*, 30th.

Per P. and O. steamer *Coromanda*, at Colombo, from London, Oct. 20.—To Straits, China, and Japan: Mr. and Mrs. Mackay, Mr. George Jamieson, Mr. and Mrs. M. G. Jamieson (2), Mr. Sutherland, Mr. Moncrieff, Rev. D. and Mrs. Ferguson, and 3 children, Miss Ferguson, Miss M. Ewing, Miss J. Ewing, Miss Usher, Mr. Ramsey, Rev.

Per P. and O. steamer *Coromanda*, at Colombo, from London, Oct. 20.—To Straits, China, and Japan: Mr. and Mrs. Mackay, Mr. George Jamieson, Mr. and Mrs. M. G. Jamieson (2), Mr. Sutherland, Mr. Moncrieff, Rev. D. and Mrs. Ferguson, and 3 children, Miss Ferguson, Miss M. Ewing, Miss J. Ewing, Miss Usher, Mr. Ramsey, Rev.

Per P. and O. steamer *Coromanda*, at Colombo, from London, Oct. 20.—To Straits, China, and Japan: Mr. and Mrs. Mackay, Mr. George Jamieson, Mr. and Mrs. M. G. Jamieson (2), Mr. Sutherland, Mr. Moncrieff, Rev. D. and Mrs. Ferguson, and 3 children, Miss Ferguson, Miss M. Ewing, Miss J. Ewing, Miss Usher, Mr. Ramsey, Rev.

Per P. and O. steamer *Coromanda*, at Colombo, from London, Oct. 20.—To Straits, China, and Japan: Mr. and Mrs. Mackay, Mr. George Jamieson, Mr. and Mrs. M. G. Jamieson (2), Mr. Sutherland, Mr. Moncrieff, Rev. D. and Mrs. Ferguson, and 3 children, Miss Ferguson, Miss M. Ewing, Miss J. Ewing, Miss Usher, Mr. Ramsey, Rev.

How to gain Flesh and Strength.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and was long diseased improve and thrive upon this diet is only too well known. As a remedy for Consumption and Throat Affections and Bronchitis it is unequalled by any other preparation in the world. A Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[Advt.]

Notice of Firm.

NOTICE.
THE Undersigned begs to notify the public that he has withdrawn his share from the FIRM of N. D. OLLIA and from this date, Mr. J. N. OLLIA will carry on business on his account and risk.

NUSSERAWANJ DADABHOY OLLIA.
Hongkong, 12th September, 1898. [1091]

Hotels.

THE KOWLOON HOTEL is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty; none in comparison. Liquors of carefully selected quality. Billiard-tables and Bowling-alleys excellent.

J. W. OSBORNE, Proprietor.

April 2nd, 1898. [485]
I SAY! HERE'S SOMETHING GOOD.
THE OLD MAN'S ON DECK AGAIN
AT
THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS TARIFF:—

BREAKFAST \$ 0.55
TIPPIN 0.75
DINNER 1.00
3 MEALS DAILY (Monthly Rate) 40.00
1 TIPPIN 15.00
1 DINNER 20.00
TIPPIN & DINNER 30.00
BREAKFAST &

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU.....	Kobe and Yokohama	Wednesday, 21st Sept., at 4 P.M.
YAMASHIRO MARU.....	Nagasaki, Kobe & Yokohama	Monday, 26th Sept., at 4 P.M.
WAKASA MARU.....	Yokohama, Kobe & Yokohama	Tuesday, 27th Sept., at 4 P.M.
SENDAI MARU.....	Yokohama, Kobe & Yokohama	Friday, 30th Sept., at Noon.
MATSUMURA MARU.....	Kobe and Yokohama	Friday, 30th Sept., at 4 P.M.
TOKIO MARU.....	Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Friday, 30th Sept., at 4 P.M.
MIKE MARU.....	Yokohama, Kobe & Yokohama	Tuesday, 4th October, at Noon.
RIJUN MARU.....	Yokohama, Kobe & Yokohama	Thursday, 6th October, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

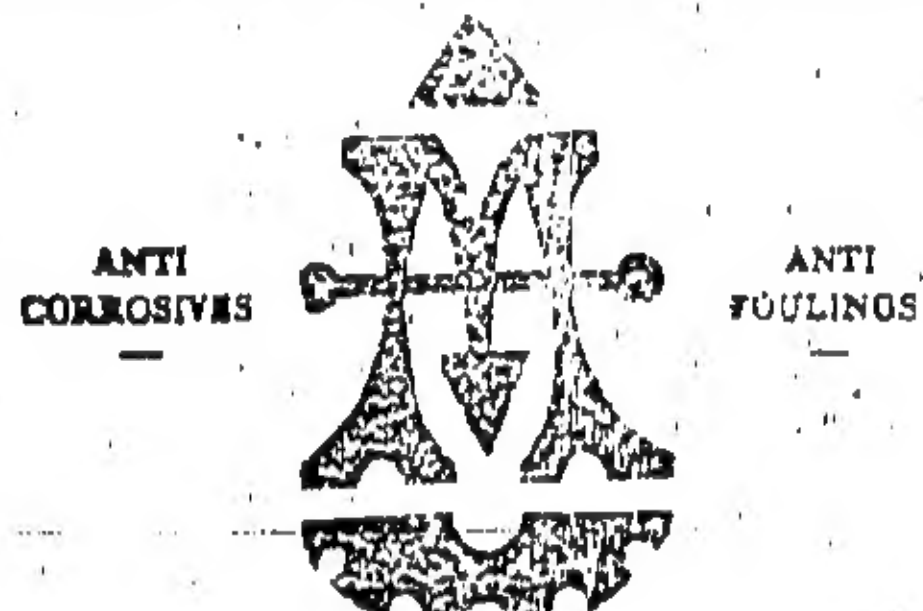
Hongkong, 17th September, 1898.

J. J. CARNAUD, 3, rue d'Angoulême, PARIS.

TIN BOXES STAMPED ARTICLES

MILITARY EQUIPMENT

Sole Agents: DODWELL, CARLILL & Co., 10, Praya Central, Hongkong.



MANUFACTORY

all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS, TO SUIT PURCHASERS.

GENERAL AGENCY.

BAILEY'S ENGINEERING AGENCY, 17, PRAYA CENTRAL.

Hongkong, 14th May, 1898. [29]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK. MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS. CHARTS and MAPS. NAUTICAL INSTRUMENTS.

Sole Agents for the Straits Settlements and F.M.S. awarded the highest honors for their watches and for their instruments.

CELEBRATED SWISS WATCHES. MARINE CHRONOMETERS.

No. 42, Praya Central, Hongkong.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1898. [29]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF THE HOUSE, 14

Praya Central.

IS now in a position, in his new and commodious premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS

a specialty.

Hongkong, 22nd November, 1898. [24]

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 17th September, 1898. [24]

DENTISTRY.

DR. SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

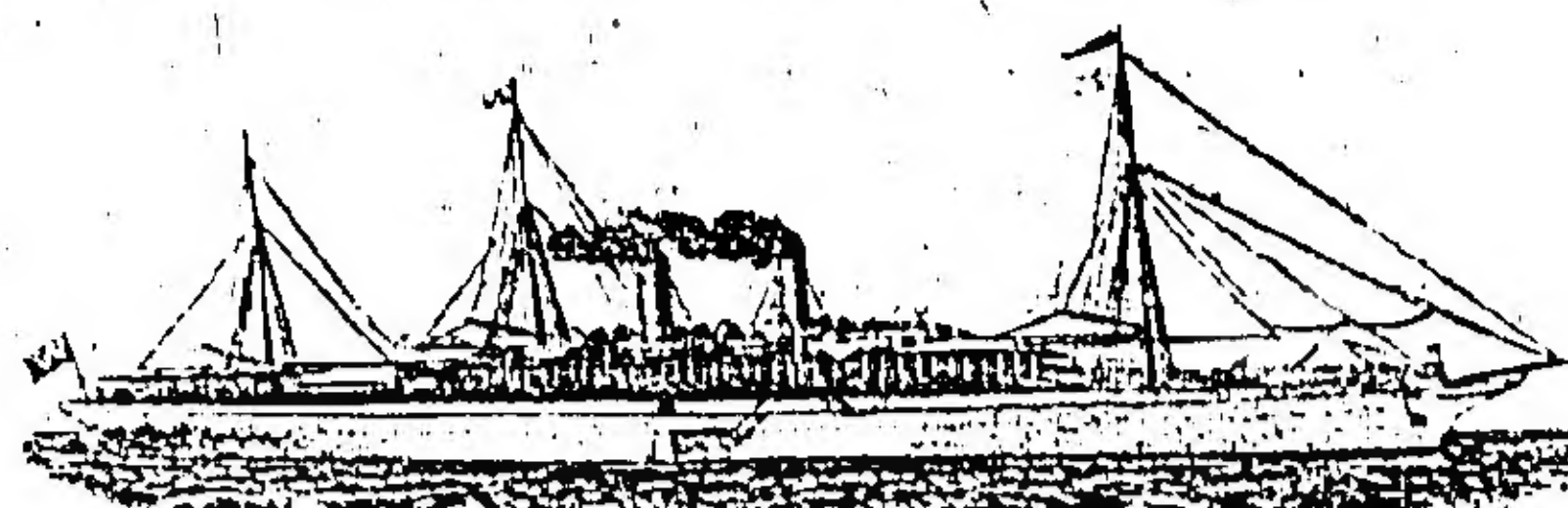
No. 6, Queen's Road Central.

Hongkong, 9th February, 1898. [23]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. A. Lee, R.N.R....WEDNESDAY, 28th Sept., 1898.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th Oct., 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 31st August, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 17th September, 1898. [1108]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain Ph. Rolfe, R.N.R., will be despatched as above on MONDAY, the 19th instant, at Noon.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th September, 1898. [1103]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA MANILA AND SUZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS).

THE Company's Steamship

"DARDANUS,"

Captain Gregory, will be despatched as above on MONDAY, the 19th instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th September, 1898. [1071]

FOR KOBE.

THE Steamship

"TAIWAN MARU,"

will be despatched for the above port on MONDAY, the 19th instant, at 3 P.M.

For Freight, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 16th September, 1898. [1077]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship

"ONSANG,"

Captain J. Young, will be despatched as above on TUESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th September, 1898. [1101]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on TUESDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th September, 1898. [1095]

SAILING VESSELS.

FOR NEW YORK.

THE "A" Norwegian Bark

"PRINCE ARTHUR,"

Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 14th July, 1898. [848]

FOR NEW YORK.

THE 3, 3, L. I. American Bark

"ADOLPH OBRIG,"

Captain Amberg, is ready to take cargo for above port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 6th September, 1898. [1067]

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....

Wednesday, 21st Sept., at Daylight.

Belgit (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....

Tuesday, 11th Oct., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....

Saturday, 20th Oct., at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 21st instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 7th September, 1898. [9]

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Authentic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Whooping, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Quinine, have not the inconvenience of producing Nausea.

Matico Injection is used in recent and chronic cases.

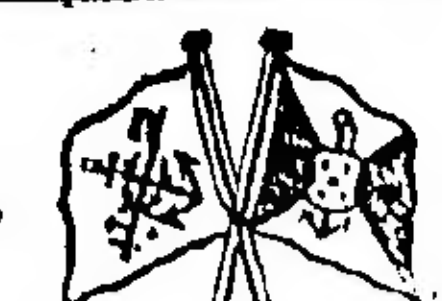
Matico Capsules are the more chronic cases.

GRIMAULT & Co., Paris, Sold by all Chemists.

Shipping.

NORTH GERMAN LLOYD.

(Freight Service.)



HAMBURG AMERICA LINE.

(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"SILESIA".....	HAVRE, ANTWERP & HAMBURG.....	About 25th September. Freight and Passage.
ALESIA.....	LONDON, HAMBURG & ANTWERP.....	About 10th October. Freight.
WITTENBERG.....	HAVRE AND HAMBURG.....	About 12th October. Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 15th September, 1898.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,157 | J. Truebridge | Sept. 27.

Olympia | 3,508 | T. H. Dobson | Oct. 22.

Columbia | 2,605 | A. Gow | Nov. 1.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Prima | 3,501 | E. Foster | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 8th September, 1898. [14]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Darmstadt | Wednesday | 12th Oct.

Sachsen | Wednesday | 9th Nov.

Bayern | Wednesday | 7th Dec.

Prinz Heinrich | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 12th day of Oct., 1898, at 9 A.M., the Company's Steamship "DARMSTADT," Captain A. Koemann, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Order will be granted till Noon on MONDAY, the 19th October. Cargo and Specie will be received on board until